

COUNTRY GERMANY (Soviet Zone)

REPORT

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TOPIC Neubrandenburg-Trollenhagen Airfield

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EVALUATION

PLACE OBTAINED

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DATE OF CONTE

25X1

DATE OBTAINED

DATE PREPARED 28 February 1952

REFERENCES

PAGES 2

ENCLOSURES (NO. & TYPE)

REMARKS

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1. [redacted] the Soviet Air Force unit at Neubrandenburg-Trollenhagen airfield had three majors, including Major Dobrin (fnu) who was the commander of the flying personnel, the commander of the ground personnel and the chief of the supply section. (1) An MVD agency with at least 1 major, 2 lieutenants and 1 Russian female interpreter was also stationed at the field. The EM mess hall served meals to 500 or 600 men. About 30 officers belonged to the headquarters. All the pilots were officers. (2) The married officers were each allowed to have a German housemaid. There were about 20 German domestic employees at the field. Supplies for the field arrived from Neustrelitz. It could not be determined whether a higher headquarters was also located there. (3)
2. The unit employed 16 Germans who worked as laborers or craftsmen. The Germans who lived outside the field had to turn in their German identity cards to the guard when entering and received a Russian pass to remain while at the field.
3. The ground personnel were 18 to 19 year-old recruits who were restricted to the field. The EM wore boots, breeches, brown Russian blouses and field caps. (4) The officers of the flying personnel wore visor type caps, brown shirts with black ties and blouses with collar patches of the same color as the ribbon on their caps.
4. The field was permanently occupied by 15 to 20 jet fighters, 2 biplanes and 1 single-engine plane. (5) From 6 to 8 jet fighters alerted for take-offs were continually parked at the end of the runway. The other aircraft were in the hangars. In late December 1950 or early January 1951, [redacted] jet fighters arrived at the field by rail. [redacted] the planes were assembled by Russian personnel in 3 or 4 days. About 14 days later, the planes flew to an unknown destination. During the period of observation, three or four other shipments arrived at the field. The assembly and departure of these planes was repeated. Thus, an estimated 25 to 30 MiG-15 type jet fighters arrived at the field. (6)
5. Eight trucks, 6 special two-axle tank trucks 4 meters long, and 4 cars used

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for towing aircraft were parked in the garage [redacted] 25X1  
 Only assembly work was being done in the garage. An underground fuel dump which, once or twice a week, was filled with fuel from two or three tank cars was located near the garage.

6. Flying usually started between 8 and 9 a.m. and continued up to about 7 p.m. during good weather. Night flights were seldom. In regular flying activity, the aircraft were towed from the hangars to the end of the runway, where they were refueled from tank trucks. Refueling and warming up of the engine took from 10 to 15 minutes. A radio truck was at the field when flying was in progress. The aircraft generally took off in groups of two and landed individually. Their flight time varied between 13 and 60 minutes. [redacted] 25X1

[redacted] jet fighters practiced firing with aircraft cannons at sleeve targets.

7. During the last period of observation, the number of practice alerts was increased. The alert was a long continuous sound that was produced by a siren. Within a few minutes, the EM were at their posts. The aircraft were towed out of the hangars and made ready to take off. Some of them even took off. The surrounding roads were blocked. The duration of the alerts varied, the longest time being half a day. All clear signals were given by one long continuous sound from the siren.
8. The east-west runway was about 2 km long. The surface of the field was good even after a period of continuous rain. Two searchlights mounted on poles about 1.2 meters high were located on each side of the beginning of the runway. They were in operation during night flying. The DF station at the west end of the runway and the bunker on the east end of the runway were permanently occupied by radio operators. The weather station was housed in the middle hangar. A switchboard was in the headquarters building. The road to the field approached from the west and the spur track entered the field from the south. Only the southern section of the field was guarded. Patrols were on duty at night. (7)

[redacted] Comments.

- (1) The name of the commander of the fighter regiment at Neubrandenburg airfield is reported for the first time.
- (2) No exact information on the total personnel strength of the units are available. On the basis of various records, the total personnel strength of a fighter regiment and its auxiliary unit is believed to be about 700 persons including officers, i.e., the flying unit has about 250 officers and EM, the OATB about 250 men and the guard detail and signal unit about 200 men.
- (3) The fighter regiment in Neubrandenburg belongs to the fighter division whose headquarters is now located in Puetnitz. It was located in Peenemuende prior to mid-November 1951. The information that Neubrandenburg airfield was supplied from Neustrelitz may refer only to food supplies. No records are available in this respect.
- (4) The EM who belong to the fighter regiment are employed as maintenance personnel for the aircraft; however, a few of them serve as office personnel.
- (5) The statement on the presence of only 15 to 20 jet aircraft contradicts previous information [redacted] In 1951, up to 37 MiG-15s were repeatedly 25X1 observed at the field. From the flying observed it was inferred that the planes 25X1 belonged to the regiment.
- (6) The arrival of aircraft crates is believed to be correct. [redacted]
- (7) The statements in paragraphs 5 to 8 agree with previous information except for the practice alerts which are reported for the first time. Such practice alerts are believed to be part of the routine training at the field.

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